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Exhaustion**

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**PHOSPHOGLYCERATE CAPSUL.  
(CHAPOTEAU)**

**Dr. PH. VIOLAND, PARIS-BOULOGNE**

**For Sale by A. B. WATSON & Co., Chem.**



## HONGKONG MARKET PRICES.

Corrected to Saturday, July 3, 1897.  
At 1020 Cash per Dollar Mexican.

Butcher-Meat.	Chinese Names.
Bacon, English, lb.	來路烟猪肉
" Amer. Sugar cured "	花旗烟猪肉
" Foochow, "	福州烟猪肉
" Japan, cured "	日本烟猪肉
Beef, prime cut, catty	牛腩
" Corned, catty	鹹牛肉
" Roast, "	燒牛肉
" Soup, "	牛肉湯
" Steak, "	牛扒
Bullion's Brains, per set	牛腦
" Tongue, each	牛舌
" Head, each	牛頭
" Heart, "	牛心
" Hump, Salt, catty	牛肩
" Feet, each	牛蹄
" Kidneys, "	牛腰
" Tail, "	牛尾
" Liver, catty	牛肝
" Tripe (undressed) catty	牛肚
Calves Head and Feet, set	牛頭腳
Hams, American, lb.	花旗火腿
" Chinese, "	金華火腿
" English, New, "	外路火腿
" Japan cured, "	日本火腿
" Shanghai, "	上海火腿
Mutton Chop, "	羊排
" Leg, "	羊腿
" Shoulder, "	羊肩
Pigs' Chillings, catty	豬蹄
" Feet, "	豬腳
" Fry, "	豬腰
" Head, each	豬頭
" Heart, "	豬心
" Kidneys, pair	豬腰
" Liver, lb.	豬肝
Pork, Chop, catty	豬排
" Corned, "	鹹豬肉
" Leg, "	豬腿
" Fat or Lard, set	豬油
Sheeps' Head and Feet, set	羊頭腳
" Heart, each	羊心
" Kidneys, "	羊腰
" Liver, lb.	羊肝
Sacking Page, each \$1.75 \$1.25	生油
Suet, Beef, lb.	牛油
" Mutton, "	牛油
Veal, catty	牛腩

Poultry.	Chinese Names.
Chicken, catty	雞
Capon, "	鴨
Ducks, each	鴨
Doves, "	鴿
Eggs, Hen, doz.	雞蛋
" Duck, "	鴨蛋
Fowls, catty	雞
Geese, "	鴨
Hens, each	雞
Maak Deer, "	鹿
Partridges, "	鶇
Pigeons, "	鴿
Pheasants, brace	雉
Rice Birds, doz.	鴨
Quail, each	鴨
Snipe, "	鴨
Turkeys, Cook, catty	鴨
" Hen, "	鴨
Teal, each	鴨
Wild Ducks, pair	鴨

Fish.	Chinese Names.
Barbel, catty	魚
Bream, "	魚
Bombay Ducks, 100 pieces	魚
Citoo Fresh Water Fish, catty	魚
Carp, "	魚
Catfish, "	魚
Codfish, Salt, "	魚
Crabs, "	蟹
Outfit Fish, "	魚
Dab, "	魚
Dace, "	魚
Dog Fish, "	魚
Eels, Congor, "	魚
" Fresh water, "	魚
Eels, Yellow, "	魚
File Fish, "	魚
Frogs, "	魚
Fresh Fish, "	魚
Garoupe, "	魚
Gudgeon, "	魚
Gurnard, "	魚
Herrings, "	魚
" smoked, box	魚
Halibut, catty	魚
Labrus, "	魚
Loach, "	魚
Lobsters, "	魚
Mackerel, "	魚
Monk Fish, "	魚
Mullet, "	魚
Oysters, "	魚
Perrotfish, "	魚
Perch, "	魚

Pike.	Chinese Names.
Plaice, catty	魚
Pomfret, White, "	魚
Pomfret, Black, "	魚
Prawns, "	魚
Ray, "	魚
Rock Fish, "	魚
Rosch, "	魚
Salmon, (Canton), "	魚
Shark, "	魚
Salt Fish, "	魚
Skate, "	魚
Shrimps, "	魚
Snapper, "	魚
Soles, "	魚
Tonch, "	魚
Turbot, "	魚
Turtles, small, fresh water, "	魚
Whiting, catty	魚
White Bait, "	魚

Fruits.	Chinese Names.
Apples, (California), catty	蘋果
" (Tientsin), "	蘋果
" (Japan), "	蘋果
Bananas, fragrant, "	香蕉
" (brides), "	香蕉
Chestnuts, Chinese, "	栗子
Carambola, "	楊桃
Cucumbers, each	黃瓜
Ground Nuts, catty	花生
Grapes, "	葡萄
Lemons, China, "	檸檬
" Peel, "	檸檬
Lichoes, Dried, "	荔枝
" Fresh, "	荔枝
Limes, "	檸檬
Maango, (Sago), each	芒果
" (Manila), "	芒果
Mangosteen, dozen	山竹
Oranges, Sweet, catty	橙子
" Green, "	橙子
" Red, "	橙子
Olives, "	橄欖
Pine-apples, each	鳳梨
Pears, catty	梨
" (Tientsin), "	梨
Plums, Red, each	李子
Pumpkin, catty	南瓜
" (Siam), catty	南瓜
Peach, (Sweet), "	桃子
Raisins, Muscatel, "	葡萄乾
" Ruacing, "	葡萄乾
Water Chestnuts, com.	荸薺
" Mandarin, "	荸薺
Walnuts, "	胡桃

Vegetables, &c.	Chinese Names.
Artichokes, Shanghai, catty	洋蔥
Bonans, (French), "	洋蔥
" Long, "	洋蔥
Beet Root, each	甜菜
Brinjals, Green, catty	茄子
" Red, "	茄子
Brassica, "	白菜
Bamboo Shoots, "	竹筍
Cabbage, Chinese com.	白菜
Cabbage, each	白菜
Cauliflower, "	花椰菜
Carrots, catty	胡蘿蔔
Celery, Chinese, "	芹菜
" English, "	芹菜
Chilies Dried, "	辣椒
" Red, "	辣椒
Curry Stuff, English, "	咖喱
Cucumbers, "	黃瓜
Bitter Squash, "	苦瓜
Garlic, "	大蒜
Ginger, young, "	薑
Horse Radish, S'hai, "	蔞
Indian Corn, piece	玉米
Lettuce, (English), each	生菜
Mushrooms, Fresh, catty	蘑菇
Onions, Bombay, "	洋蔥
" Green, "	洋蔥
" Shanghai, "	洋蔥
" Japan, "	洋蔥
Okros, catty	豆
Parley, English, bundle	洋蔥
Potatoes, Sweet, catty	芋頭
" Shanghai, "	芋頭
" Japan, "	芋頭
" American, "	芋頭
" Foochow, "	芋頭
" Macao, "	芋頭
Pumpkin, "	南瓜
Purdue, "	南瓜
Papaw, "	木瓜
Radish, downy	蘿蔔
Rice, best quality, per picul	米
" Common, "	米
Shallots, catty	蔥
Spinage, (Chinese), "	菠菜
Spinach, "	菠菜
Snake Gourd, "	蛇瓜
Pomegranates, "	石榴
Taro, "	芋頭
Turkey, Fowl, (Long), "	火雞
Vegetable Marrow, "	茭白
" (Long), "	茭白
Water Cress, "	水芹

## FOREIGN TRADE WITH CHINA.

MR. BYRON BRENNAN'S SPECIAL REPORT.

Mr. Byron Brennan's Report on the state of trade at the Treaty Ports of China, which is circulated to-day, is a most exhaustive and carefully compiled document, and gives a lucid and concise account of the present position of British commerce in that country, and of the various difficulties that surround and handicap the progress of foreign enterprise in the Chinese Empire. It is a pity, however, that the publication of this interesting and important paper has been delayed so long. The fault can be ascribed to the writer, who finished his investigations in the autumn, and forwarded the result of his work to Downing Street as far back as October of last year. Had it been found possible to follow up the visit of Li Hung Chang with this complete history of the commercial situation in China, it might have been published long ago. The British public would have been able to see at once the understand the aims and objects of the statesman's visit to Europe, and to see for themselves the reasons why Her Majesty's Government were unable to comply unconditionally with the proposition laid before Lord Salisbury by that clever and well-informed Oriental. For some unexplained cause Mr. George Carson, who so ably presides over the department of the Foreign Office which deals with matters of this kind, has not found it possible to issue the information at an earlier date; but as progress is extremely slow in China it may be assumed that the six months during which the Report has remained pigeon-holed has not seen any material alteration in the position at the Treaty Ports, where British subjects are at liberty to carry on their mercantile operations. The impression that Mr. Brennan gained as the result of his investigations was that the Chinese people are monopolising in an increasing degree the commercial advantages obtained under the several Treaties which foreign Governments have concluded with China. Foreign Powers, however, being gradually prepared the ground for their action, the Chinese are gradually elbowing them out and occupying the position for themselves. In fact, the British merchant in China, we are told, seems to be disappearing, although the interests of our manufacturers remain. Apparently Mr. Brennan is content to let his business be conducted by those who can do it most successfully, irrespective of nationality, provided that the Treaty rights of our merchants are not curtailed; but presumably that is not the view he wishes to enforce on us, since he takes the opportunity to point out that if a country is to be successful in the display of new lands could be diverted to hasten the development of the unexploited, if not undiscovered, resources of this ancient country, the position might be very different to what it is at present. Trade, he admits rightly enough, must be conducted on the lines that best suit those engaged in it, but the change in the methods of business that is taking place does not, he thinks, assist the expansion of commerce, which in China can only be looked for from the activity and energy of foreign merchants, supported and stimulated by their own Governments. At present the business of the British import merchant is confined to Hongkong and Shanghai, and from these centres the further distribution of merchandise throughout China is entirely in the hands of the Chinese. In taking a broad view of commerce perhaps we are at first sight apt to say that it is of little consequence whether the distribution of our manufactures throughout China is in the hands of our own merchants, but as Mr. Brennan very pertinently remarks, under existing circumstances it is not to be regretted that our merchants have not found it profitable to be themselves the distributors, and thus to retain the interest in the goods until they have reached the consumer in the interior.

Three reasons are given why the wants of distant Chinese consumers are not supplied by foreign merchants. One, that the foreigner, and that is of small capital, is not to carry on the fight; another, the lack of any feeling of enterprise, and, thirdly, the fear that they would not receive adequate support and protection from their own authorities when they are in difficulties, but be left to suffer only losses. Possibly these views are very correct, and that there are only one hundred and thirty three British firms now represented in China, of which number only carry on business at Shanghai. And of these not a few are merely commission agents; while if the firms which are solely interested in tea and silk, and other commodities, are taken into account, and yet, adds Mr. Brennan, it is these that we have mainly to rely for the extension of our trade. But imports cannot increase unless exports increase also, and if that is to be the case the foreign merchant must push his own wares. In other words, the interchange of commodities between the East and West is to be the Western merchant who must discover what wares the Chinese have to give us in exchange for our manufactures. The initiative must come from our side, and until we can take more from China she must not be expected to take more from us. But if British merchants are to be enabled to appreciate the advantages of doing more towards the opening of trade with China, it must not be forgotten that there are very great difficulties must be placed the like system which prevails throughout China. The Chinese view of our disputes is that they arise out of commercial matters; that the officials of the two countries do not take the same view of the object which the Treaties and regulations governing commercial intercourse were designed to obtain. Our desire, as is clearly pointed out in the Report, is that our manufactures should reach their ultimate destination, and that the produce of China should be procurable from the place of origin on the cheapest possible terms. The Chinese official, on the other hand, will not admit that we may in any way concern ourselves as to what may happen to the Chinese possessor of British goods after they have been imported had been paid for them, or to the Chinese producer who had sold his native goods to the foreigner. In Chinese opinion British goods once sold to Chinese are without protection. Hence, no sooner is our merchandise handed over to the Chinese than it is liable to the system of wholesale robbery by means of local taxation is put into force, which by the time the goods reach their destination runs up the price of the article to such an extent as to seriously handicap the development of trade in the interior. The system of trading British goods throughout the Empire by the payment after entry at the Treaty Ports was deemed one of the most valuable concessions obtained under our Treaties; but it has altogether failed, partly owing to the distributing trade passing into the hands of the Chinese, and partly owing to provincial opposition to the scheme. Opposition which can be easily explained when it is remembered that the effect of the transit pass system is not only to reduce and regulate the inland trade, but also to transfer to the inland provinces, and to the Imperial Treasury, and from thence to the provinces, as Mr. Brennan does not forget to point out, there is a perpetual struggle. The establishment

of Chinese goods, which is able to make their own way, with the Provincial Governments, and to the Imperial Treasury, and from thence to the provinces, as Mr. Brennan does not forget to point out, there is a perpetual struggle. The establishment

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CONTRIBUTORS.

Prepared by  
THOMAS BRADY  
Sole Agents for  
WATKIN & Co., 61,  
QUEEN'S ROAD, HONGKONG.

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## Hongkong Tides.

The Tide Table given below has been  
compiled by the Nautical Almanac Office in  
London from the results of the analysis of  
observations taken by means of an auto-  
matic tide recording machine in the Water  
Police Basin at Tsim Sha Tsui during the  
years 1887-8-9.

The zero of the table is Low Water Ox-  
idary Spring Tides, which has been found  
to be 2 feet below mean sea level.

To obtain the depth of water on the tide  
gauge at the Victoria Naval Yard add 5 ft.  
in, and on the gauge at Lamont Dock,  
Aberdeen, add 12 ft. 9 in. to the height  
given in the table.

9th to 13th July.

Time.	High Water.	Low Water.
July 9.	10.15	4.15
July 10.	11.15	3.15
July 11.	12.15	2.15
July 12.	1.15	1.15
July 13.	2.15	0.15

WINDS AND WEATHER.

Time.	Wind.	Weather.
July 9.	SE 10	B, C
July 10.	SE 10	B, C
July 11.	SE 10	B, C
July 12.	SE 10	B, C
July 13.	SE 10	B, C



**Merchant Vessels in Hongkong Harbour.**

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloong shore K., and those in the body of the Harbour between each shore are marked S. in conjunction with the figures denoting the sections.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellert's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Reg.	Tons net.	Date of Arrival.	Consignees & Agents.	Destination.	Remarks.
<b>Steamers.</b>								
Aak	5 b	Hygom	Danish str.	654	July 7	A. R. Marty	Haiphong	July 9.
Bun-ri-g	5 b	Wallace	Brit.	1463	July 8	Gibbs, Livingston & Co.		
China	5 c	Vos	Ger. str.	1113	July 4	Simsen & Co.		
Chia	5 c	Araschid	Ger. str.	876	July 7	Jebson & Co.	Haiphong	July 9.
Elax	5 c	Baker	Brit. str.	2590	July 7	Arnhold, Karberg & Co.	Shanghai	July 9.
Freij	5 c	Punder	Danish str.	337	July 6	A. R. Marty		
Guthrie	5 c	Grig	Brit. str.	2496	July 7	Gibbs, Livingston & Co.	Sydney, &c.	July 9.
Haitan	5 c	Orsard	Foh. str.	355	July 7	Jebson & Co.		
Hailong	5 c	Hod. ins	Brit. str.	738	June 27	Douglas Steamship Co.		K'loon Dock
Java	5 c	Chellaw	Brit. str.	2932	July 7	P. & O. S. N. Co.	Shanghai, &c.	July 9.
Kuang-wai	5 c	Chasorth	Brit. str.	1114	July 8	Yuen Fat Honz.		
Kiang-nad	5 c	Laakey	Ohl. str.	1347	June 27	K'wong-Man Woo		
Kurii	5 c	Ergens	Norw. str.	1117	July 6	Jardine, Matheson & Co.		
Li-hwang Lee	5 b	Lincoln	Ohl. str.	1505	July 6	G. M. S. N. Co.		
Lightning	5 c	Spence	Brit. str.	2124	July 4	D. M. Bassoon, Sons & Co.	Singapore, &c.	July 10.
Mathilde	5 c	Berg.	Ger. str.	800	July 7	Jebson & Co.		
Melhvæn Castle	5 c	Hill	Brit. str.	1719	June 28	Bedford, Curill & Co.		K'loon Dock
Pakr Chon Klau	5 c	Powley	Brit. str.	1011	July 3	Butterfield & Swire		
Propontia	2 k	Farrand	Brit. str.	1850	June 20	Hueng Sing S. S. Co.		
Quesarhal	5 c	Reichborn	Norw. str.	846	June 5	Shewan, Tomes & Co.		
San Joaquin	5 c	Larrieta	Span. str.	330	June 9	Order		
Siam	5 c	Messor	Brit. str.	986	July 6	Bradley & Co.		
Tetorian	5 c	Cornelsen	Ger. str.	1812	June 27	Simsen & Co.		
Triton	5 c	Dinse	Ger. str.	2000	July 1	Order		K'loon Dock
Wingang	5 c	Sellar	Brit. str.	1617	July 7	Jardine, Matheson & Co.		
Zaidro	5 c	Cobban	Brit. str.	676	July 4	Shewan, Tomes & Co.	Manila	July 8.

## Her Britannic Majesty's Ships on the China Station

Name.	Rig.	Tons.	Guns.	L.H.P.	Captain.	Where at.
Alcort	deep-sea vessel	1700	10	3000	Commander Smith-Dorrien	Nagasaki
Algerine	steamer	1050	6	100	Commander K. F. Dornville	Hankow
Antelope	crusier 3rd class	1779	6	3500	Comd. C. J. Kingsmill	Foochow
Centurion	crusier battle ship	10,500	14	13,000	Captain Spencer H. Logan	Nagasaki
Cerberus	steamer	1153	8	2000	Commander Galloway	Shanghai
Chelona	steamer	363	2	200	Comd. Chas. Clark	Yanlung
Chelona	g-b. 3rd class coast defence	455	2	240	Lieut.-Com. Vernon Maud	Hongkong
Firebrand	gunboat 2nd class	7350	12	12,000	Captain R. P. Jones	Nagasaki
Grafton	twin-screw cruiser, 1st class	260	6	4000	Lieut. A. Gillespie	Yokohama
Handy	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Nagasaki
Hart	torpedo boat destroyer	1610	—	800	Flameng	Wanung
Hammer	storeship	6500	12	850	Captain Edward Chichester	Strait
Immortalité	armoured cruiser, 1st class	3500	6	900	Capt. H. T. Dadding	Yokohama
Epiphania	cruiser 2nd class	765	2	870	Commander R. O. Sparkes	Port Hamilton
Linnet	gun-vessel 2nd class	5600	12	8500	Captain Wm. C. O. Forsyth	Taku
Narcissus	armoured cruiser, 1st class	750	6	1200	Lieut. P. S. St. John	Hongkong
Pescadore	gunboat 1st class	1050	6	1400	Capt. Cochrane	Strait
Pleasant	steamer	740	6	1200	Lieut. Dornville	Yokohama
Plymouth	gunboat 1st class	755	6	1200	Capt. A. C. Corry	Strait
Plymouth	cruiser 2nd class	3600	8	9000	Lieut. Spencer V. Y. de Horsey	Hongkong
Plow	gunboat 1st class	710	6	1200	Capt. V. A. Tisdall	Yokohama
Rainbow	cruiser 2nd class	805	6	1200	Lt.-Com. Hon. G. A. Hardinge	Hongkong
Rattler	gunboat 1st class	765	6	1200	Comd. Com. K. H. Grafton	Shanghai
Redpole	gunboat 1st class	765	2	870	Lieut.-Com. McAlpine	Hongkong
Swift	gun-vessel 2nd class	2047	—	200	—	Hongkong
Tamar	ex-transport	363	2	200	—	Hongkong
Tweed	g-b. 3rd class coast defence	6500	12	8500	Capt. A. C. Clarke	Hongkong
Undaunted	cruiser	5157	14	—	Commodore S. Holland	Hongkong
Victor Emanuel	rescuing ship	2750	4	1000	—	K'oon Dock
	coast-defence gunship, armoured					

### Foreign Men-of-war on the China and Japan Station

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kornietoff	Russian cruiser	556 0	16	9000	Captain Molas	
Admiral Nakhlaoff	Russian cruiser	7781	15	8000	Captain Kasherbinoff	
Alba	Portuguese transport	1896	2	750	Capt. Antonio Sergio de Sousa	Macao
Alcant	Russian gunboat	810	2	730	Capt. Bockor	Vladivostock
Alcona	German cruiser	1640	8	2800	Captain Becker	Chefoo
Argos	Spanish gunboat	458	2	600	Commander R. Cabezas	Manila
Aspic	French gunboat	475	3	450	Commander Journa	Bangkok
Bayard	French gunboat	704	12	4500	Commander Jeanne	Yokohama
Bengo	French flag ship	400	3	400	Lt.-Comdr. Jose dos Reis	Manila
Bobbe	Russian sloop	960	2	1150	Commander G. M. de Almeida	Nagasaki
Boston	U. S. cruiser	3269	6	4400	Captain F. Wildes	Nagasaki
Castille	Spanish cruiser	532	2	600	Lt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	495	3	600	Lt. A. Barera	Manila
Comete	French gunboat	1640	8	2900	Capt. Simon	Bangkok
Coronara	German cruiser	3968	14	8500	Capt. Brusalet	Chefoo
Denzarcs	French cruiser	2200	1	1400	Capt. Bernard	Japan
Detroit	U. S. cruiser	3000	18	7000	Capt. Reiter	Singapore
Dimitri Donakof	Russian cruiser	1200	4	1350	Captain Withoff	Manila
Don Antonio de Ulloa	Spanish cruiser	1130	4	1600	Com. R. Robton	Manila
Don Joana de Austria	Spanish cruiser	1656	3	2050	Commander J. de la Concha	Nagasaki
Edarvart	French cruiser	660	3	600	Capt. Tzafir	Manila
Elicano	Spanish gunboat	500	3	3500	Lt. Com. R. Esendero	
Gaidamak	Russian gunboat	1200	2	1000	Capt. Serckvonnick	Manila
General Alava	Spanish troopship	520	3	600	Capt. R. Rodriguez Trujillo	Manila
General Lero	Spanish gunboat	1430	2	2100	Lt. Com. R. Benavente	Nagasaki
Geminastoty	Russian cruiser	1640	8	2900	Capt. Bouchacof	Chefoo
Greco	German cruiser	1048	4	2300	Commander de Bois	Manila
Isla de Cuba	Spanish protected cruiser	1048	4	2300	Commander D. Regalado	Manila
Isle de Luzon	Spanish protected cruiser	7677	16	6700	Commander F. Barreto	Chefoo.
Kaiser	German flag ship	1200	9	2150	Captain Zey	Yokohama
Krejets	Russian sloop	542	2	1800	Capt. Lindstrom	
Kruzer	Russian sloop	500	2	500	Capt. Liviak	Yokohama
Leop.	French gunboat	1200	8	1600	Commander G. G. de	Cora
Machine	U. S. cruiser	1840	3	750	Commander Mackintosh	Manila
Maula	Spanish transport	180	3	1400	Lt. Com. R. J. Ozania	Bangkok
Moudhar	Spanish gunboat	500	3	500	Commander Kachalof	Manila
Marques del Duero	U. S. sloop	1270	8	850	Lt. Com. S. Morice de Guerra	Manila
Minerva	U. S. flag ship	8900	14	17,363	Capt. O. W. Farnehot	Bangkok
Olympia	Russian gunboat	1480	2	2000	Capt. J. J. Reed	Yokohama
Oranjan	Russian cruiser	6700	12	8000	Captain Kachalof	
Pamlat Azore	Austrian cruiser	1540	5	9000	Captain Virgatus	Yokohama
Panther	French cruiser	3668	14	8900	Commander Koppal	Amoy
Pascal	U. S. cruiser	680	4	1000	Commander Woods	es rove
Pellice	French gunboat	546	3	450	Commander Commander Vidal	Nagasaki
Pelmarer Wilhelm	German cruiser	4400	12	6000	Capt. T. M.	Bangkok
Pinta Cristina	Spanish cruiser	2120	9	2000	Capt. de Cadore	Yokohama
Radia	Russian flag ship	1800	20	12,000	Capt. Rodoloff	E. Koch Dock
Shikah	Russian gunboat	580	2	1150	Commander Benetoff	Vladivostock
Shitobah	Russian cruiser	326	2	1100	Captain Aueroff	Vladivostock
Sniprice	Russian gunboat	620	3	800	Commander J. Raboul	es rove
Valacon	Spanish gunboats	1120	3	1500	Commander J. Raboul	Manila
Vipers	French gunboats	320	4	65	Capt. Spalla	Bangkok
Vasculk	Russian gunboat	1700	6	3500	Commander de Bismarck	Kobe
Vorkhova	U. S. cruiser	2200	11	2500	Commander Vandenberg	
Voronezh	Russian cruiser	1135	6	1100		

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*Excludes of late Arrivals and Departures reported to-day.*

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Arenkiel .....	Ger.	str.	875	July	7	Jebson & Co.
Blaug .....	Brit	str.	2500	July	7	Arnhold, Karberg & Co.

Sack	Danish	str.	397	61 A. R. Marty
Sandberg	Swed.	str.	2496	7 Gibb, Livingston & Co.
Sandberg	Brit.	str.	355	61 A. R. Marty
Sandberg	Fish.	str.	783	27 Douglas Steamship Co.
Sandberg	Brit.	str.	2632	7 P. & O. S. N. Co.
Sandberg	Brit.	str.	1114	4 Yuen Fat Hon.
Sandberg	Brit.	str.	1347	27 Kwong Sang Woo
Sandberg	Brit.	str.	111	27 Kwong Sang Woo
Sandberg	Brit.	str.	1505	61 M. S. N. Co.
Sandberg	Brit.	str.	2124	4 Davidson, Sons & Co.
Sandberg	Brit.	str.	800	8 Jansen & Co.
Sandberg	Brit.	str.	1719	23 Dodwell, Carill & Co.
Sandberg	Brit.	str.	1011	8 Butterfield & Swire
Sandberg	Brit.	str.	1300	27 Heng Sing S. S. Co.
Sandberg	Norw.	str.	845	10 Sheuan, Tones & Co.

Flag and Rig.	Tons.	Guns.	H.P.	Commander.
Russian cruiser	550	16	8000	Captain Mols
Russian cruiser	7781	15	6000	Captain Kaul
Portuguese transport	810	2	730	Captain Pearce
German cruiser	1640	8	2950	Commander
Spanish gunboat	508	2	600	Commander
French gunboat	415	3	450	Commander
Portuguese flag ship	704	12	4500	Commander
Portuguese gunboat	400	3	1150	Li.-Comdr. J.
Russian sloop	3600	6	3700.	Captain J. M.
U. S. cruiser	3260	6	4400	Capt. A. Ward
Spanish cruiser	452	2	600	Capt. A. B.
Spanish troopship	598	3	600	Capt. Simon
French gunboat	1640	8	2950	Capt. Bernier
German cruiser	3983	14	5400	Capt. Reiter
U. S. cruiser	3200	10	7000	Captain Will
Russian cruiser	1200	4	1850	Com. E. B.
Spanish corvete	1180	4	1600	Commander
French cruiser	1658	3	2050	Capt. Tardif
Spanish cruiser	600	2	600	Capt. B.
Spanish gunboat	690	2	500	Capt. Reoch
Russian gunboat	590	2	1000	Capt. R. R.
Spanish troopship	1480	3	600	Lieut. Com.
Spanish gunboat	590	2	2100	Capt. Bouch
Russian gunboat	1640	8	2950	Commander
Spanish protected cruiser	1045	4	930	Commander
Spanish protected cruiser	9787	14	3400	Commander
German flag ship	1944	10	6700	Capt. Zeydel
Russian sloop	1200	9	2150	Capt. Linder
Russian sloop	642	2	500	Capt. Estiv
Russian sloop	1200	8	1600	Commander
U. S. cruiser	1200	8	1600	Commander
Spanish transport	1200	4	700	Lieut. Comdr.
Russian sloop	1200	3	1400	Commander
Spanish gunboat	600	2	1000	Comdr. J.
U. S. sloop	1570	6	1850	Capt. J. W.
U. S. flag ship	3530	14	17,350	Captain J. R.
Russian gunboat	1480	2	9000	Captain V.
Russian cruiser	6103	15	8000	Captain V.
Austrian cruiser	1840	5	8000	Commander
French cruiser	3898	14	8000	Commander
U. S. cruiser	3260	6	4400	Commander
French gunboat	415	3	450	Lieut. Comdr.
German cruiser	3983	14	5400	Captain Th.
Spanish gunboat	2130	2	500	Capt. J. C.
Russian flag ship	10,728	26	12,450	Comdr. Ro.
Russian gunboat	590	2	1125	Captain B.
Russian cruiser	3600	8	900	Captain A.
French gunboat	590	2	1100	Comdr.
Spanish gunboat	2130	2	1000	Captain A.
French gunboat	590	2	1000	Comdr.
Spanish gunboat	590	2	1000	Comdr.
U. S. cruiser	1700	6	1850	Comdr.
Spanish cruiser	1200	8	1100	Comdr.

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